



“An Evening with Bob Hoover!”



This year marks the 20th annual Montana Aviation Conference and what better way to celebrate then with the “pilot’s pilot” Bob Hoover. Bob has served his country in war and peace as a fighter pilot, test pilot and as a master of aerobatics.

His famous yellow P-51 Mustang has been one of the main attractions at the Reno National Air Races for many years. His demonstrations in the Shrike Commander performing his energy management maneuvers with both engines shut down is nothing short of spectacular.

Pilots and aviation buffs travel far and wide to see him fly. Accolades hail from America’s leading flight personalities including Chuck Yeager, who calls Hoover the best pilot flying today. General Jimmy Doolittle acknowledged the pre-eminence of this aviator.

Hoover learned to fly at Nashville’s Berry field. He worked at a grocery store to earn the money required for flight instruction. Almost immediately, he began to try his hand at rolls and loops and taught himself aerobatics. The young pilot enlisted in the Tennessee National Guard and was later sent to Army Pilot Training. After Hoover graduated, he was sent to England. Then after the invasion of North Africa by the Allies, he was sent to Casablanca where he tested all types of airplanes that had been transported overseas on ships, then assembled. Bob was 21 years old at the time. He then obtained an assignment with the 52nd Fighter Group stationed in Sicily, one of the two Spitfire outfits in the Army’s air forces. He flew 58 successful missions, but was shot down on the 59th off the coast of Southern France. Hoover spent 16 months in Stalag Luft 1, a German prison camp.

Upon returning to the U.S. following the war’s end in Europe, Bob was assigned to the Flight Test Division at Wright field, where he test flew for evaluation many of the captured Japanese and German airplanes. He also flew the latest aircraft being tested for our Air Force. In 1948, he accepted a position with General Motors as a test pilot for high altitude performance testing of Allison jet engines and development of propellers.

In 1950, Hoover was hired by North American Aviation to do experimental flight testing on all models of the F-86 Sabre jet and the Navy FJ-2 jet fighter and later on, the famous F-100.

During these early days with North American, he demonstrated safe handling and flying qualities on F-86 and F-100 series fighters to pilots all over the world. Beyond the normal call of duty, he also flew combat dive-bombing missions with Air Force squadrons in Korea, demonstrating the capabilities of the F-86 over enemy territory.

He was the first man to fly the XFJ-2 Fury Jet and the Navy’s T-28 trainer and has also set a number of world aviation records including three climb to altitude records of a turbo prop coast-to-coast record was set in a P-51 in five hours and 20 minutes from Los Angeles, California to Daytona Beach, Florida in 1985. Hoover also holds a number of world records in jet aircraft.

The recipient of countless awards and honors, Hoover is the only man to serve two terms as President of the exclusive Society of Experimental Test Pilots. He was the Captain of the United States Aerobatic Team, which participated in the 1966 International Competition in Moscow.

Bob Hoover, in over fifty years of flying, has performed many thousands of times in more different types of aircraft, in more countries and before many more millions of people than any other pilot in the history of aviation.

He is a soft-spoken, honorable man, tall and lean, and he continues to amaze his peers and fans alike for the remarkable enthusiasm he holds for flying as well as his management activities. Tickets are sure to sell out early for this event so be sure and make your reservations early. A conference registration form is included on page 4 of the newsletter. We look forward to seeing you in Great Falls!

Administrator's Column

FAA Reauthorization: After being stalled for months the FAA reauthorization bill is on its way to the White House for the President's signature. Great news! Although the bill does not give long-term protection to air traffic control privatization many important victories for airports and general aviation were achieved.

- Airport Improvement Program funded at \$3.4 billion in FY04 and will increase by \$100 million per year to \$3.7 billion in FY07 — \$300 million more than current levels.
- The federal share for airport improvement projects at small hubs and smaller airports increased from 90% to 95% until 2007. **A huge win for Montana airports.**
- Nonprimary airports (with the Secretary's approval) may use general aviation entitlement funds to pay for fuel farms and hangars provided general aviation airside needs are met.
- Airports may waive their entitlement if FAA agrees to make the waived amount available for another airport in the same state or geographical area.
- The popular Small Community Air Service Development Program will receive \$35 million; \$15 million more than appropriated in FY03.
- The Essential Air Service Program will receive \$102 million; assuring service to Montana's EAS communities.

Senator Burns and Representative Rehberg served on the ever-important conference committee that worked to hammer out differences between the houses and to finalize a recommended bill. Thank you to Senator Burns, Senator Baucus and Representative Rehberg for their continued dedication and support of aviation.

One in a Million: Andrew Grant, a 15-year-old from German Valley, Illinois became the 1 millionth Young Eagle entered into the official register. This achieved the goal established in 1992 by the Experimental Aircraft Association – to fly 1 million children by December 17, 2003, the 100th anniversary of powered flight. Pilot Rick

Ellis and Andrew will be EAA's special guests at the Centennial of Flight celebration in Kitty Hawk. Following the Wright Flyer's re-enactment of the first flights, Andrew will accompany EAA Young Eagle Chairman Gen. Chuck Yeager on a ceremonial flight to honor the 35,000 pilots who participated. Thanks to the 225 Montana Young Eagle pilots that helped make this happen. Montana pilots flew over 11,000 students and boasts the overall leader Jeanne MacPherson of the Aeronautics Division. Congratulations to all.

Countdown to Kitty Hawk: Proof-of-concept tests with EAA's authentic reproduction of the 1903 Wright Flyer have resumed in Kill Devil Hills, NC. The aircraft was damaged during flight tests on November 25 but repair work by The Wright Experience crew returned the airplane to operational status. Ken Hyde, founder of the Wright Experience said, "...we've learned a tremendous amount on operational processes and in reading the wind, so we will be well prepared for the re-enactment." The test program is part of an encampment, which involves extensive preparation and rigorous training under the direction of legendary test pilot Scott Crossfield. It has also been vital to validating the innovative genius of the Wright brothers. The Countdown to Kitty Hawk celebration culminates with a commemorative flight at 10:35 am EST on December 17, precisely 100 years after the Wright brothers' first flight. Take a moment to reflect, look to the skies and remember all past, present and future aviators that are afforded the magnificent world of flight—thanks to Orville and Wilbur.

Holiday Greetings: I would like to extend my best wishes to you and your families for a happy holiday season and a safe and happy new year. Thank you for your support of the Aeronautics Division during the past year. Many of you spend countless hours volunteering to help make our programs successful and we at the Division and the Aeronautics Board are grateful. Please remember all men and women who serve in the armed services and pray for their safety; particularly those that are away from home during the holidays. God Bless the USA.



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Calendar

December 17, 2003 - EAA Chapter 517 celebrates powered flight, Doubletree Hotel, Missoula. For further information phone Steve or Sherry Rossiter (406) 542-5177.

January 3, 2004 – Monthly fly-in breakfast, which will be held the 1st Saturday of each month through May 1, 2004 at Billings Logan International Airport in the EAA Chapter hangar located at the west end of the airport from 8:00 a.m. – 10:00 a.m. Sponsored by EAA Chapter 57 & South Central MPA members. For further information contact Larry Mayer at larry.mayer@lee.net.

January 21-23, 2004 – Aeronautics Board Meeting and Loan & Grant Review - Helena. For information phone (406) 444-2506.

January 30-February 1, 2004 – Winter Survival Clinic – Helena. For further information phone the Montana Aeronautics Division (406) 444-2506.

February 7-8, 2004 – Flight Instructor Refresher Clinic – Helena. For further information phone Montana Aeronautics Division (406) 444-2506.

March 4-6, 2004 – Montana Aviation Conference, Heritage Inn, Great Falls. For further information phone (406) 444-2506.

March 11-13, 2004 - Women in Aviation International Conference, Reno Nevada. For more information phone (386) 226-7996 or visit the web site at www.wai.org.

Like Grandpa - Like Grandson!

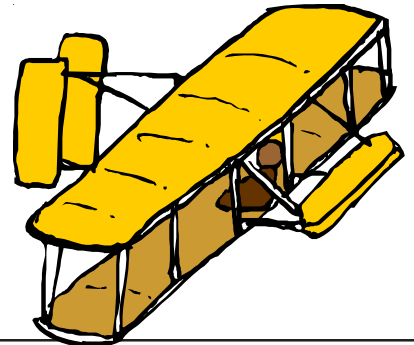


Mike Rogan's grandson Jace Frerck stopped by the Aeronautics Division for a visit, as you can see by the look on his face he must have inherited Grandpa's "aviation bug" – after a little persuasion Mike was able to get him out of the plane – when he grows up he wants to fly airplanes like "Gampa"!

The Wright Way



The Montana Pilots Association, Vigilante Hanger meeting, features the "The Wright Way" at their monthly meeting, remembering the event of the century, the Wright Brother's first flight on December 17, 1903, Kitty Hawk, North Carolina. Pictured (l-r); Bob Davis, Pete Sanders, Joe Roberts, Red Drennon.



Check out some of the new videos at Montana Aeronautics Division's Film Library. For your "Wright Brother" First Flight" celebrations, we have just added to the library;



The Wright Stuff, approximately 60 minutes, narrated by Garrison Keillor

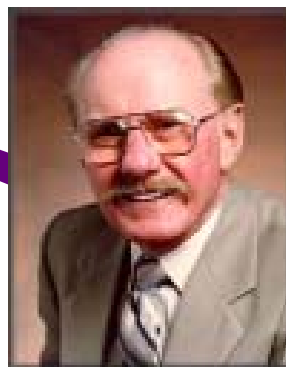
From the series, "This is America Charlie Brown", *The Wright Brothers at Kitty Hawk*, for children of all ages.

And, Nest Entertainment's, *The Wright Brothers, Animated Hero Classics*, approximately 30 minutes.

To order a video or request a current catalog phone Shirley at (406) 444-2506 or email sbird@state.mt.us.



Hank Galpin & Ray Sanders
"National Air Tour"



"An Evening With Bob Hoover"

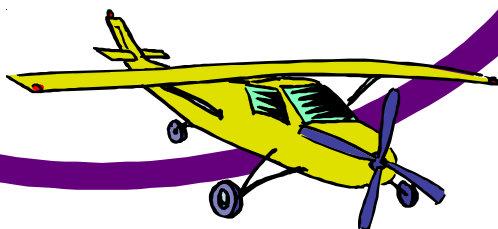


Mark your Calendar Now..

Montana Aviation Conference
March 4-6, 2004
Best Western Heritage Inn -
Great Falls - (406) 761-1900 or
1-800-548-8256



Mike Lavelle
"100 Years Before the Wrights"



Susan Edsall
"Into the Blue: A Father's Flight & A Daughter's Return"

Mail to:
 MontanaAeronauticsDivision
 P.O. Box 200507
 Helena, MT 59620-0507

MONTANA AVIATION CONFERENCE REGISTRATION

PLEASE TYPE OR PRINT

NAMES OF PARTICIPANT(S) (for name tags) _____

ADDRESS, CITY, STATE ZIP & PHONE _____

Your Organization Affiliation:
 (choose one only for name tag)

MPA _____ MATA _____ MFF _____
 MAMA _____ 99S _____ MAAA _____
 EAA _____ AMAA _____ CAP _____
 MSPA _____ OTHER _____

PLEASE MAKE THE FOLLOWING RESERVATIONS

NOTE: Meal tickets must be purchased 48 hours in advance.

TAKEOFF TO LANDING PACKAGE
(INCLUDES REGS. & ALL MEALS)

_____ @ \$120/PERSON \$ _____

_____ @ \$230/PERSON/SPOUSE \$ _____

_____ @ *\$240/PERSON/SPOUSE/GUEST TOUR TICKET

*Includes 1-Friday Lunch ticket & 1-Spouse/Guest Tour ticket

-OR- REG. FEE _____ @ \$55/PERSON \$ _____

_____ @ \$90/FAMILY \$ _____

Thursday Luncheon _____ @ \$12 \$ _____

Thursday Dinner _____ @ \$20 \$ _____

Friday Luncheon _____ @ \$12 \$ _____

Friday Spouse/Guest Tour _____ @ \$20 \$ _____

**Friday Dinner/Dance _____ @ FREE \$ FREE

**Saturday Luncheon _____ @ FREE \$ FREE

Saturday Banquet _____ @ \$30 \$ _____

****Please indicate if you will attend the free Friday dinner/dance & free Saturday luncheon with number of tickets required – Person/Spouse & Family rate includes 2 dinner/dance & 2 Saturday lunch tickets. Additional tickets may be purchased - \$20 dinner/dance & \$10 Saturday lunch. To assure adequate meal count if no indication is made no tickets will be reserved.**

MAKE CHECKS PAYABLE TO:
MONTANA AERONAUTICS DIVISION

TOTAL: \$ _____

The Night Before Christmas - Aviation Style

'Twas the night before Christmas, and out on the ramp, not an airplane was stirring, not even a Champ. The aircraft were fastened to tiedowns with care, in hopes that come morning, they all would be there.

The fuel trucks were nestled, all snug in their spots, with gusts from two-forty at 39 knots. I slumped at the fuel desk, now finally caught up, and settled down comfortably, resting my butt.

When the radio lit up with noise and with chatter, I turned up the scanner to see what was the matter. A voice clearly heard over static and snow, called for clearance to land at the airport below.

He barked his transmission so lively and quick, I'd have sworn that the call sign he used was "St. Nick". I ran to the panel to turn up the lights, the better to welcome this magical flight.

He called his position, no room for denial, "St. Nicholas One, turnin' left onto final." And what to my wondering eyes should appear, but a Rutan-built sleigh, with eight Rotax Reindeer!

With vectors to final, down the glideslope he came, as he passed all fixes, he called them by name: "Now Ringo! Now Tolga! Now Trini and Bacun! On Comet! On Cupid!" What pills was he takin'?

While controllers were sittin', and scratchin' their head, they phoned to my office, and I heard it with dread, the message they left was both urgent and dour: "When Santa pulls in, have him please call the tower."

He landed like silk, with the sled runners sparking, then I heard "Left at Charlie," and "Taxi to parking." He slowed to a taxi, turned off of three-oh and stopped on the ramp with a "Ho, ho-ho-ho..."

He stepped out of the sleigh, but before he could talk, I ran out to meet him with my best set of chocks. His red helmet and goggles were covered with frost and his beard was all blackened from Reindeer exhaust.

His breath smelled like peppermint, gone slightly stale, and he puffed on a pipe, but he didn't inhale. His cheeks were all rosy and jiggled like jelly, his boots were as black as a cropduster's belly.

He was chubby and plump, in his suit of bright red, and he asked me to "fill it, with hundred low-lead." He came dashing in from the snow-covered pump, I knew he was anxious for drainin' the sump.

I spoke not a word, but went straight to my work, and I filled up the sleigh, but I spilled like a jerk. He came out of the restroom, and sighed in relief, then he picked up a phone for a Flight Service brief.

And I thought as he silently scribed in his log, these reindeer could land in an eight-mile fog. He completed his pre-flight, from the front to the rear, then he put on his headset, and I heard him yell, "Clear!"

And laying a finger on his push-to-talk, he called up the tower for clearance and squawk. "Take taxiway Charlie, the southbound direction, turn right three-two-zero at pilot's discretion"

He sped down the runway, the best of the best, "Your traffic's a Grumman, inbound from the west." Then I heard him proclaim, as he climbed thru the night, "Merry Christmas to all! I have traffic in sight."



Merry
Christmas

Aerospace Awards

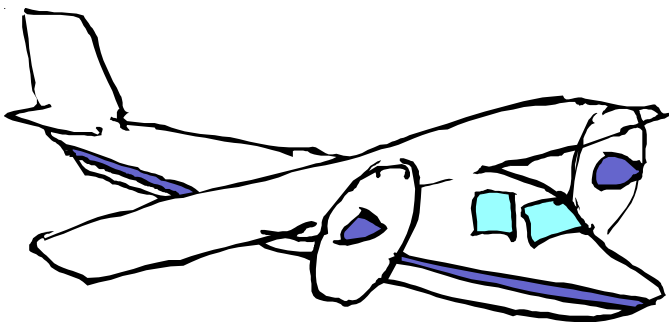
Civil Air patrol (CAP), the officially recognized civilian volunteer Auxiliary of the United States Air Force, is requesting nomination suggestions from all residents of Montana for the *Frank G. Brewer – CAP Memorial Aerospace Education Award* and the *A. Scott Crossfield Aerospace Education Teacher of the Year Award*. The Crossfield Award includes membership in the Crown Circle of the National Congress on Aviation and Space Education and a \$1,000 cash prize. The 2004 award nomination deadline is January 15 for the Brewer Award and the Crossfield Award. Aerospace education includes subjects such as astronomy, astrophysics, aviation, and all related fields of science.

Colleges and universities, individual schools or entire school districts, non-profit organizations (i.e. Boy Scouts, Girl Scouts, 4-H Clubs, pilot associations, astronomy clubs, model rocketry clubs, etc.), corporations, government agencies, and professional educators as well as non-teachers involved in any facet of aerospace education may be nominated for the Brewer Award, however, the Crossfield Award is intended exclusively for professional educators. Contact the Montana Wing Director of Aerospace Education, Captain Kaye Ebelt, at kebelt@msn.com or at (406) 251-3341, or contact CAP's aerospace education office at aeadmin@capnhq.gov for information on CAP's aerospace education programs.



ANNOUNCEMENTS!

The 2004 Aircraft & Pilot registrations were mailed out on December 3, 2003, **AREMINDER** the Aircraft Registration forms are due back in our office by **MARCH 1, 2004** to avoid the penalty fee of **“five times the fee plus the fee”**. If you did not receive your registration or if you have any questions please phone our office (406) 444-2506.



Illusions of Reality

By: Tim Linn, Bozeman

Tis a time of changing seasons. A'n if I had a way with words I would caution you....

Tis the season where Mother Nature is not merciful to airplane drivers with poor judgment. Her rain clouds seem to reach out a'n beacon those into her icing conditions. Lure them in between cloud layers, or into valleys with a cloud overhang a'n hidden floors of fog. Then quickly close the sky behind them....

A'n if I had a way with words, I'd try'n share as a search pilot, the helplessness one feels as you try to encourage the family of a missing aircraft at the end of the first week. Knowing survival is doubtful in early winter's sub-zero weather.

Thoughts of your observer's wife, daughter and twin boys flash through your mind, the weather is kinda marginal for search up Tom Miner Basin. Mountaintops obscured, ice crystals fill the air. Your engine quite rough with carb ice. You save as much altitude heading down a'n out, with thoughts of the best possible forced landing in the hidden unknown blanket of fresh snow....

T'was on the left side of the ridge of Wyoming's Cloud Peak that Mother Nature challenged our efforts with winds exceeding 50 knots at altitude.

After getting punished several hours, thoughts reflect on aircraft ability, as the o'l Birddog drops a wing, a'n you catch it with opposite rudder. You slow her down a bit more, cause you ain't never heard her wings squeak and squawk so much before. You want to finish searching your girds, to find your target; with hopes of sustaining life... Realizing your own pilot ability, you ask your Creator, "Come fly with me."

Tis a time of changing seasons. A'n if I had a way with words, I'd encourage you not to try and toy with Mother Nature's element called weather....

That through flight briefings, a'n preflighting of aircraft, eliminate the unknown. Flight plans a'n ELTs don't insure you against a forced landing, but is a factor to help if Mother Nature has you out there!

Know your aircraft systems a'n emergency procedures blindfolded, whether you drive a turbine IFR, or a cub VFR; it eliminates a simple emergency from compounding....

By turning back at one's first thoughts of it, you've already made up your mind....

By realizing, that waiting out weather a day or two, there will be a tomorrow!

A'n if you convinced yourself that you can run weather, that you know the country a'n have made it before, fly alone, don't take anyone with you cause your playing with borrowed time....

This article appeared in the December 1981 issue of *Montana & The Sky*, since 21 years have passed Tim asked us to reprint it for our readers as an important reminder to make sure safety is your number one priority.

Scholarship Opportunities

Montana is very fortunate to have many generous individuals and organizations that believe in promoting aviation by offering monetary assistance to qualified persons. The Aeronautics Division assists in administering some of these scholarships and encourages participation. These scholarships are offered to Montanans to help defray costs of education (i.e., flight instruction, A&P, etc.) Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements. Letters of application should be sent to Montana Aeronautics Division, PO Box 200507, Helena, MT 59620-0507 or call (406) 444-2506 for further information. Scholarships will be presented during the 2004 Montana Aviation Conference in Great Falls. **Letters must be postmarked on or before January 30, 2004.**

- ❖ **A Love of Aviation (ALOA) Scholarship** – An anonymous donor established the first \$250 scholarship in 1993 and a second donor offered another \$250 scholarship in 1997.
- ❖ **Aviation Appreciation Scholarship** – Jeff Morrison, retired former owner of Morrison Flying Service in Helena has established the \$300 scholarship as a token of appreciation to the aviation community.
- ❖ **Montana Antique Aircraft Association (MAAA) Scholarship** – MAAA offers this \$500 scholarship to help defray the costs of flight instruction.
- ❖ **Parrott Family Scholarship** – The Parrott Family offers this \$1,000 scholarship to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multiengine simulator training, and the purchase of aviation related materials and related supplies.
- ❖ **AOM Flight Training Scholarship** – AOM has established this \$500 scholarship to financially assist a student pilot in obtaining their private pilot certificate.
- ❖ **Montana Pilots Association Junior Pilot Award** – This recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. The recipient must have soloed and be actively involved in flight training. This is a \$500 scholarship.
- ❖ **Blue Goose First Generation Flight Scholarship** – This \$250 scholarship is awarded to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family.
- ❖ **Montana 99's Flight Scholarship** – This \$400 scholarship is to be used towards earning a private pilots certificate. The applicant must be female and obtained her medical certificate and student pilot certificate. The training must be completed in Montana and the license obtained within two years. Send a one-page letter stating your reasons for wishing to be a pilot, financial need, and your financial plan for completing the rating. Also send one letter of reference and a copy of your current medical certificate.

Aeronautics Mechanics Seminar & IA Renewal

The Montana Aeronautics Division is pleased to announce the 2004 Mechanics Seminar & IA renewal will once again be held in conjunction with this year's Montana Aviation conference in Great Falls.

The dates for the conference are March 4- 6, 2004. The Mechanics Seminar will be held on Friday March 5 and continue through Saturday March 6.

We will be offering six hours of training on Friday and a full eight hours of training on Saturday. This has worked out well in the past for those mechanics only wanting to attend on Saturday but still needing the training to update their IA for renewal.

Mechanics attending this year's seminar will be required to register for the Aviation Conference. The registration fee will be \$55.00. This allows you to attend all concurrent sessions, morning and afternoon coffee breaks with snacks, Friday night dinner dance and the Saturday luncheon. Or if only attending the 8-hour Saturday session, a \$15.00 day pass may be obtained. Make plans now to attend, to discuss and learn the latest in aircraft maintenance, for further information contact Mike Rogan at (406) 444-9590.

TENTATIVE SPEAKERS: Teledyne Continental Motors – Loren Lemen; Garrett Aviation – Gil Ewan; Engine Components Oregon-Roger Fuchs; Aces Propeller Balancing Systems - Steve Sennett; City Services – Breezy Brulison; Workley Aircraft & Maintenance Inc.-Fred Workley; Anvil Corp. Non Destructive Inspection – Alex Bagarry; Hartzell Propellers – Sam Gascho; Textron Lycoming – Brian Tom; Precision Airmotive – Alan Jesmer; Steve Jones & Staff – Helena FSDO.



Twenty-nine hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,131. This includes \$200 for production, \$750 for postage and \$181 for printing.

*Happy Holidays &
Safe Flying!!
From the Montana
Aeronautics Division Staff -*

*Debbie, Jeanne, Jim,
Mike R., Patty, Mike Q.,
Ken, Shirley & Sheila*

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